



JEPPESEN[®]

Chart Alert

!! URGENT !!

Date: 29 July 2011
Subject: INDIA STATE AERODROME OPERATING MINIMA

New Civil Aviation Requirement (CAR) on All Weather Operations (AWO)

DGCA India has issued a new CAR (Section 8, Series C, Part I) on AWO, dated 13 June 2011. Due to the extended operational impact of this CAR, a great amount of Jeppesen charts are affected.

The main changes in this new CAR, which will affect Jeppesen publications, are:

- Low visibility take-off (LVTO) definition has been revised to refer to take-off operations on a runway where the RVR is **less than 400m**.
- **Approach Ban:** An approach to land may not be commenced by arriving aircraft when weather conditions are reported to be below landing minima. This approach ban limits aircraft from proceeding beyond the **IAF**, unless weather is reported at or above specified minima. If weather deteriorates after an aircraft has passed the approach ban point, the aircraft already on approach may continue to DA(H) or MDA(H).
- The concept of Converted Meteorological Visibility (CMV) has been introduced as **a value equivalent to an RVR which is derived from the reported meteorological visibility, as converted in accordance with the specified requirements in the CAR**.
- The requirement that all non-precision approaches shall be flown using the **CDFA (Continuous Descent Final Approach) technique**, unless otherwise approved by the DGCA for a particular approach to a particular runway.
- When applying the CDFA technique a Derived Decision Altitude (DDA) may be used. Flight crews should add a prescribed altitude increment of minimally 50ft to the MDA to determine the altitude at which the missed approach should be initiated in order to prevent a descent below the MDA. There is no need to increase the RVR/VIS for that approach. Any turning maneuver associated with the missed approach should be initiated not earlier than the MAP.
- The requirement to increase the applicable minimum RVR/VIS by **200m for Cat A/B airplanes and by 400m for Cat C/D airplanes** for approaches **not flown using the CDFA technique**, providing that the resulting RVR/CMV value does not exceed 5000m.

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If you have any questions concerning this Chart Alert, please contact Charting Technical Support at:
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Chart Alerts (formerly Chart Watch Notices) are published to advise users of significant issues in Jeppesen chart data, which may affect aircraft operations. These Alerts are distributed to affected chart users and are also available on Jeppesen's Web site at www.jeppesen.com.

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- Complete revision of **Take-Off minima** for Commercial Transport Airplanes, down to RVR 125m for authorized operators. The new revised Take-Off Minima box will be charted as follows:

TAKE-OFF I						
Authorized Operators Low Visibility Take-off Operations						
	HIRL, CL (spacing 15 or less) & mult. RVR req	RL, CL & mult. RVR req	RL & CL	DAY: RL & RCLM NIGHT: RL or CL & Rwy End Lights	DAY: RL or RCLM NIGHT: RL or CL & Rwy End Lights	RCLM (DAY only)
A						
B	125m	150m	200m	300m	400m	500m
C						
D	150m	200m				

I Operators applying U.S. Ops Specs: approved HUD required below 150m.

Jeppesen will start applying all these new requirements to the India charts and text pages in upcoming revisions.

Please contact your Jeppesen customer service representative for any special requirements, such as airline tailored minimums.

**WE STRONGLY URGE YOU TO MAKE THIS INFORMATION AVAILABLE
TO APPROPRIATE CREW MEMBERS IMMEDIATELY!**

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